

CITY OF NEWTON
BOARD OF ALDERMEN
TRAFFIC COUNCIL REPORT
THURSDAY, MAY 22, 2008

Present: David Koses (Chair), Clint Schuckel (Traffic Engineer), Ald. Danberg. Jim Norcross, (Police), Jerome Grafe (Resident Member).

Also: Ald. Sangiolo, Ald. Harney, Ald. Linsky, Ald. Ciccone.

#TC10-08 ANTHONY P. RAUCCI, 19 Alderwood Road, Newton Centre,
(157-07) requesting parking restriction on ALDERWOOD ROAD for safe passage of
 emergency/service vehicles as well as for cars entering/exiting residential
 driveways (Ward 7). [04-24-07 @ 3:13 PM]
 NO PARKING, 7 A.M.-7 P.M., NORTH SIDE; 1-HOUR PARKING,
 7 A.M.-7 P.M., SOUTH SIDE HELD FOR 60-DAY TRIAL 5-0 on 9/20/07
 TRIAL EXTENDED on 11/15/07

ACTION: **APPROVED AS AMENDED 4-1 (Schuckel)**

NOTE: Residents of the area expressed concern about Boston College-related vehicles
 parking in on the street. Ald. Danberg noted that there would be a ban on
 overnight parking after November 15th that should alleviate some of the problem.

David Koses reiterated that at a previous meeting it was discussed that #46
Alderwood Road is the only house on the block that has a driveway located
around the corner on another street, such that persons parking there would have to
go all the way around the house to enter the front door. This makes the restriction
more significant for this house than for any other house on the street.

Some residents were interested in the possibility of resident sticker parking. Sgt.
Norcross explained that, at this time, resident parking stickers cannot be
considered, as the ordinance states that there must be another form of parking
restriction in place before resident sticker parking can be considered.

Clint Schuckel asked whether Traffic Council should follow precedent, as the
Council has almost never exempted one house from a restriction that impacts the
rest of the block..

Ald. Danberg would like things to be fair for everyone across the city and
questioned whether this exemption should be granted.

Sgt. Norcross had voted against exempting one house from a streetwide restriction previously and still had reservations concerning whether it was right to grant this restriction. For the record, Sgt. Norcross told the Council he has been directed to vote for in favor of no restriction in front of #46, and that in the future he would not vote for this type of restriction. He does not believe that this is the right thing to do.

Ald. Danberg voted in favor but did have reservations on opting out one house.

David Koses made a motion to approve a one-hour parking restriction 7am -7pm on the south side of Alderwood Road, with no parking allowed on the north side of Alderwood Road. In addition, there would be **no restriction in front of #46 Alderwood Road.**

#TC11-08 (258-07) ALD. LINSKY, JOHNSON, ALBRIGHT, LENNON, SALVUCCI requesting a discussion relative to changing the traffic flow so that the east end of the Lowell Avenue extension would no longer accommodate two-way through traffic into the intersection of Watertown, Crafts, and Lowell Avenue extension (Ward 2). [8-7-07 @3:12 PM]
HELD FOR 60-Day TRIAL ON 3/20/08

ACTION: **APPROVED 4-0 (Danberg not voting)**

#TC23-08 ALD. LINSKY, JOHNSON, ALBRIGHT, LENNON, SALVUCCI, MERRILL AND CICCONE requesting discussion relative to addressing the conditions for vehicular operators and pedestrians, especially relating to lines of sight, on the west edge of the intersection of LOWELL AVENUE and WALNUT STREET (Ward 2). [01-03-08 @ 4:37 p.m.]
HELD FOR 60-Day TRIAL ON 3/20/08

ACTION: **APPROVED 4-0 (Danberg not voting)**

NOTE: **(Items 11-08 and 23-08 were discussed together)**

Clint Schuckel gave a powerpoint presentation and explained that the goal of the project is safety. In general Mr. Schuckel said this trial has been positive.

The action taken by Traffic Council was to to create left, through and right turn lanes on Walnut Street northbound at Watertown Street; create exclusive left turn lanes on Watertown Street eastbound and Watertown Street westbound at Walnut Street, create a "Do not Enter" on Lowell Avenue extension at the intersection of Watertown Street (to and from Lowell Avenue extension) Remove the "No Right on Red" restriction on northbound Walnut Street at Watertown Street. Create a "Right Turn Only" restriction on southbound Lowell Avenue extension at Walnut Street.

#TC24-08 BRUCE BARON, 361 Albemarle Road, requesting traffic calming measures on ALBEMARLE ROAD between Watertown Street and Crafts Street (Ward 3). [01-09-08 @ 10:04 a.m.]

ACTION: **APPROVED 4-0 (Danberg not voting)**

NOTE: Mr. Baron presented this petition and noted that cars travel at excessive speed and there is a safety issue.

Mr. Schuckel reported that the volume of traffic is high but that speeding was not measured to be unusually high. Since reconstruction is planned in this area, Mr. Schuckel felt that the timing and type of reconstruction needs to move forward and be considered in combination with this request for traffic calming..

Chairman Koses explained there is no funding set aside for raised crosswalks. Ald. Sangiolo questioned whether traffic mitigation funds might be used.

Jerome Grafe asked whether the raised crosswalks would be located on both sides of the bridge, and Clint Schuckel responded that they would. Clint Schuckel also recommended the live parking be rescinded and that school zone signs be posted.

Mr. Schuckel stated that at this point there is no funding available, so the Traffic Council can only make suggestions regarding raised crosswalks.

The action taken, approved 3-1 (Norcross opposed, Danberg not voting), is to **recommend** a set of raised crosswalks on Albemarle Road northbound and on Albemarle Road southbound at the location of the pedestrian bridge or at another suitable location should the pedestrian bridge be relocated. The Council also voted 4-0 to approve the rescission of the duplicative "Live Parking" ordinance on Albemarle Road northbound near Watertown Street.

#TC26-08 ALD. SANGIOLO, HARNEY AND GENTILE requesting installation of speed tables at GROVE STREET at CORNELL STREET and at PINE GROVE AVENUE in Newton Lower Falls (Ward 4). [01-22-08 @ 11:05 PM]

ACTION: **APPROVED 2-1-1 (Koses opposed, Schuckel abstaining, Danberg not voting)**

NOTE: Ald. Sangiolo said that she would like the council to look into a raised crosswalk at the intersections of Grove Street and Cornell Street and at the intersection of Grove Street at Pine Grove Avenue, since traffic tends to speed over the hill in this area. She also mentioned that senior housing and the community center that serves as an after school program are located in this area.

Clint Schuckel said that a speed and volume count was done at this location. The intersections are about 600 ft. apart, and it is about 700 ft. from Cornell to the

intersection of Hagar and Colgate, where another traffic calming trial is occurring. Traffic volumes showed 4,400 cars a day. There were more vehicles traveling in the northbound direction than southbound. Observations showed 85% of cars traveling about 35 mph or less. There have been five accidents over the last five years – with most having to do with the 128 ramps. Observations were made between 7 and 8 in the morning when school buses are loading. The number of pedestrians observed crossing Grove Street during this time was quite small.

Sgt. Norcross was in support of raised crosswalks in this area due to the speed of vehicles.

Clint Schuckel noted this does not meet the criteria of pedestrian activity, and that he would like to see at least three of the traffic calming criteria score over zero to support a traffic calming request. In this case, two criteria score over zero, and this may or may not be considered a school area.

Ald. Sangiolo noted that there is a daycare center in this area, which should count as a school, and should therefore receive some points for the school-based criteria.

David Koses was not ready to support a raised crosswalk at this location due to potential safety concerns as this location is near a curve (potentially poor site lines for vehicles), as well as the low a pedestrian volume and likely safety concerns of the Fire Department.

The action taken by Traffic Council is to recommend a 3” raised crosswalk at the intersection of Grove Street at Cornell Street and a 3” raised crosswalk at the intersection of Grove Street at Pine Grove Avenue. The Council vote was 2-1-1 (Koses opposed, Schuckel abstaining, Danberg not voting)

#TC28-08 ALD HARNEY on behalf of former Ald. John Stewart requesting discussion of possible parking restrictions on PIERREPONT ROAD at the intersection of GROVE STREET in Newton Lower Falls (Ward 4). [01-24-08 @ 9:08 AM]

ACTION: **NAN 5-0**

NOTE: There was no one present from the neighborhood. Ald. Harney said that several cars have been reported parking at the end of Pierrepont near Grove making it hard for cars to get out.

The Council decided that the least restrictive thing to do would be to post some no parking signs (no parking here to corner), which could be done administratively, and voted no action necessary on the item. .

#TC35-08 TRAFFIC ENGINEER requesting that signal controls for the Commonwealth Avenue carriageway intersections with Chestnut Street and Auburn Street be converted to stop controls (Wards 3, 4).

HELD 4-0 FOR 60-Day TRIAL ON 3/20/08

ACTION: **APPROVED 4-0**

NOTE: There has been a change in the traffic control on the Commonwealth Avenue carriage lane at Chestnut Street. Prior to the recent trial, a set of signals gave a green indication for the carriageway at the same time as a green indication for the main Commonwealth Avenue roadway. There were concerns that vehicles turning from Commonwealth Avenue on a green light could collide with vehicles passing through the carriageway, also on a green light. The right of way was unclear. In March, Traffic Council approved a trial at this intersection which turned off the signal at the carriageway, added a stop sign, and created a “right turn only” restriction. Traffic Council did not believe that this change would cause significant inconvenience since the closest driveway on the Carriageway is beyond a median break, so that all vehicles wanting to turn left onto Chestnut Street or wanting to continue along Commonwealth Avenue could do so. Mr. Schuckel received no positive or negative feedback during the trial period, but does think this is an improvement and recommended approval.

Mr. Schuckel noted that DPW invested in improved signal equipment at the intersection of Commonwealth Avenue at Auburn Street, to separate the phasing of the carriageway and the main roadway. This greatly improves safety at this intersection.

The Council voted to make the trial permanent. The action taken was to add a stop sign, remove or relocate the traffic signal, and create a right turn only restriction at the intersection of the Commonwealth Avenue carriageway and Chestnut Street, and to rescind the “No Left Turn” restriction at the intersection of the Commonwealth Avenue carriageway and Auburn Street.

TC-43 TRAFFIC ENGINEER requesting that the following truck exclusions and (33-02) speed limits, that have neither received State approval to date nor meet State criteria for favorable consideration, be rescinded:

TPR Section 83 (Truck Exclusions)

Bacon Street
Bernard Street
Bridge Street
Centre Street
Charlemont Street
Charles St (Ward 4)
Charlesbank Road (requires Watertown approval)
Chestnut Street (Wash to Rte 9)
Christina Street
Commonwealth Avenue (Carriageway: Washington to Rowe)
Crescent Ave. (Newton Centre)

Crescent Street (Newtonville)
Cross Street
Davis Ave.
Dearborn Street
Goddard Street
Grove St (Route 95 to Washington Street)

Middlesex Road
Norwood Ave.(Newton Centre)
Norwood Ave.(Newtonville)
Richmond Road
Roland Street
St. James Street (requires Watertown approval)
Tremont Street
Wallace Street
Watertown Street

TPR Section 84 (Speed Limits)

Beacon Street
Centre Street
Cummings Street
Fuller Street
Windsor Street
Wolcott Street

ACTION: APPROVED 5-0

Respectfully submitted,

David Koses, Chair